What is claimed is:

1. A tire-wheel assembly having a wheel with a rim and a pneumatic tire mounted on the rim, the pneumatic tire having a cavity inside for charging air, the pneumatic tire having a cavity's resonant frequency Fc arising from the cavity, the wheel having a plurality of natural frequencies, a difference between the cavity's resonant frequency Fc of the pneumatic tire and a natural frequency Fw of the wheel closest to the cavity's resonant frequency being 10 Hz or more.

2. A tire-wheel assembly according to claim 1, wherein the difference between the cavity's resonant frequency Fc of the pneumatic tire and the natural frequency Fw of the wheel closest to the cavity's resonant frequency is 20 to 60 Hz.

3. A tire-wheel assembly according to claim 1 or 2, wherein the rim comprises a well portion, bead seat portions connected to both sides of the well portion, and flange portions connected to both sides of the bead seat portions,

a cross-sectional area S (mm^2) surrounded by a phantom straight line Li passing a position of radius D of the rim and a radially outer surface of the rim in cross section taken in a plane that contains a center axis of rotation of the tire-wheel assembly being in a range of 80 to 150 % of an area Q (mm^2) expressed by a following expression:

$$Q=(A-2P)\times H$$

where A is a rim width (mm), H is a depth (mm) of the well portion, and P is a width (mm) of the bead seat portion,

the cavity's resonant frequency Fc of the pneumatic tire being

greater than the natural frequency Fw of the wheel closest to the cavity's resonant frequency Fc.

4. A tire-wheel assembly according to claim 3, wherein the wheel has a disk with an outer circumferential end to which the well portion of the rim is connected, the well portion having a recess annularly formed in a circumferential direction of the wheel therein, the recess extending to the disk.

5. A tire-wheel assembly according to claim 1, 2, 3 or 4, wherein the wheel includes a disk having a boss placed in a center thereof and a plurality of rim support parts radially extending from the boss, and the rim disposed radially outwardly of the rim support parts,

a natural frequency Fyo of the wheel closest to a frequency Fo expressed by Fo= K×Fc being taken 5 % or more away with respect to the frequency Fo if a number K of the rim support parts is odd,

a natural frequency Fye of the wheel closest to a frequency Fe expressed by Fe= K×Fc/2 being taken 5 % or more away with respect to the frequency Fe if the number K of the rim support parts is even.

6. A tire-wheel assembly according to claim 1, 2, 3, 4 or 5, wherein the pneumatic tire has frequencies Fm of higher-order frequency components of the cavity's resonance obtained by multiplying the cavity's resonant frequency Fc by integral multiples of two to five, a natural frequency Fx of the wheel closest to each frequency Fm of the higher-order frequency components being taken away 5 % or more with respect to each frequency Fm of the higher-order frequency components.